

ITEM	6
MANAGER'S REPORT NO.	13
COUNCIL MEETING	1980 02 18

RE: PROPOSED CLOSURE OF A LANE ALLOWANCE EAST OF ROYAL OAK AVENUE AND NORTH OF LAUREL STREET, AND PROPOSED SALE OF CORPORATION LOTS (LOTS C, D AND E, S.D. 19 AND 20, BLOCK 2, D.L. 74S $\frac{1}{2}$ , PLAN 1852)

Following is a report from the Director of Planning on the proposed closure of a lane allowance and sale of Corporation lots.

RECOMMENDATION:

1. THAT the recommendations of the Director of Planning be adopted.

\* \* \* \* \*

TO: MUNICIPAL MANAGER 1980 FEBRUARY 11

FROM: DIRECTOR OF PLANNING

SUBJECT: PROPOSED CLOSURE OF LANE ALLOWANCE EAST OF ROYAL OAK AVENUE AND NORTH OF LAUREL STREET  
R.C. REFERENCE #7/75 - D.L. 74S $\frac{1}{2}$   
SALE OF CORPORATION LOTS - LOTS C, D & E, S.D. 19 & 20, BLOCK 2, D.L. 74S $\frac{1}{2}$ , PLAN 1852

RECOMMENDATIONS:

THAT Council authorize:

1. The preparation and introduction of a Highway Exchange By-law for the dedication of a portion of Schou Street in return for the closure of the subject lane allowance, as more particularly outlined in this report.
2. The consolidation of the lane closure area with the abutting Municipally-owned properties.
3. The preparation and registration of a 20 foot sewer easement over the lane closure area to protect existing municipal facilities.
4. The expenditure of \$2,700.00 for the upgrading of the existing north/south lane adjacent to Lot C from the Land Development Fund.
5. The expenditure of \$4,500.00 for the installation of a drainage sewer within the subject lane closure area from the Land Development Fund.
6. The preparation of Highway Exchange By-law Plans, right-of-way plans, and subdivision plans to effect the consolidation by the Municipal Engineer.
7. The sale of Lots C, D and E, S.D. 19 and 20, Block 2, D.L. 74S $\frac{1}{2}$ , Plan 1852 by public tender upon completion of the above conditions. A detailed report outlining minimum bid values will be submitted to Council by the Municipal Solicitor at that time.

The Corporation currently owns three lots fronting on Schou Street, the sale of which has been held due to the lack of road access and utilities. The properties can now be placed in a sale position as a result of the Municipality cost sharing with a private developer on the north side of Schou Street who has completed construction of these facilities. The north-south lane adjacent to Lot C is currently unpaved, and the Engineer has estimated the paving of this to be approximately \$2,700.00.

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The Municipal Engineer has reported that there is a fairly deep drainage ditch in the lane closure area which, if not piped, would have to remain open to serve the properties fronting on Laurel Street. A proper drain should be installed along this area so that the ditch may be eliminated since the eventual purchasers of Lots C, D and E would likely find it undesirable to have to maintain an open ditch across the rear of their property. The Municipal Engineer has estimated the costs of this piping at \$4,500.00.

It is proposed that the above amounts of \$2,700.00 and \$4,500.00 be drawn from the Land Development Fund. Attached is a statement of funds as at 1979 December 31 as provided by the Municipal Treasurer. These amounts have not been incorporated into the statement since it is not up to date. However, this is the most recent statement that can be provided.

When the subdivision guide plan was prepared for this area (see attached Sketch #1), secondary lane access was provided for and retained in three instances:

1. The north-south lane adjacent to Lot C and previously mentioned in this report was an existing through lane which provided access to a garage for the residents of Lot H. As earlier stated, it is proposed that the lane standard be upgraded.
2. The existing lane constructed off Norfolk is currently dead ended as shown. Due to difficulties experienced in other dead end lanes, i.e. manoeuvring for service vehicles and private vehicles, this lane was shown as continuing eastward the shortest distance possible to tie in with a connecting street.
3. The proposed lane paralleling Douglas Road completes secondary access to all parcels fronting on Douglas Road. Provision of this lane is considered to be mandatory upon subdivision of these properties due to the increasing volume of industrial and residential traffic using Douglas Road.

Lane access to the remainder of the block was not planned due to the following:

1. Both Norfolk and Laurel Streets between Royal Oak and Douglas Road are residential in character. Therefore, higher traffic volumes on either of these streets should not be encouraged. The absence of manoeuvring and parking would only facilitate the passage of cars short cutting through this area.
2. A portion of this block has developed without lane access as shown on the attached sketch #2. The properties which fronted on Laurel Street were well accessed and a large portion of these homes would have experienced difficulty in relocating their access from front to rear due to garage and carport design.
3. With respect to the three private lots abutting the subject lane, the most westerly lot currently takes access to a detached garage from the existing lane abutting the property. The other two properties have driveways from Laurel to garages which are incorporated within the house design.

Based on the above consideration, the subdivision configuration was prepared showing the subject lane being cancelled and incorporated within the municipal lots. The Engineer has reported that there is an existing sanitary sewer within the subject allowance which must be protected by a 20' easement.

  
A. L. Parr  
DIRECTOR OF PLANNING

CW:st  
Atts.

cc: Municipal Solicitor  
Municipal Engineer  
Municipal Treasurer

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THE CORPORATION OF THE DISTRICT OF BURNABY

STATEMENT OF FUNDS AVAILABLE

AS AT 1979 DECEMBER 31

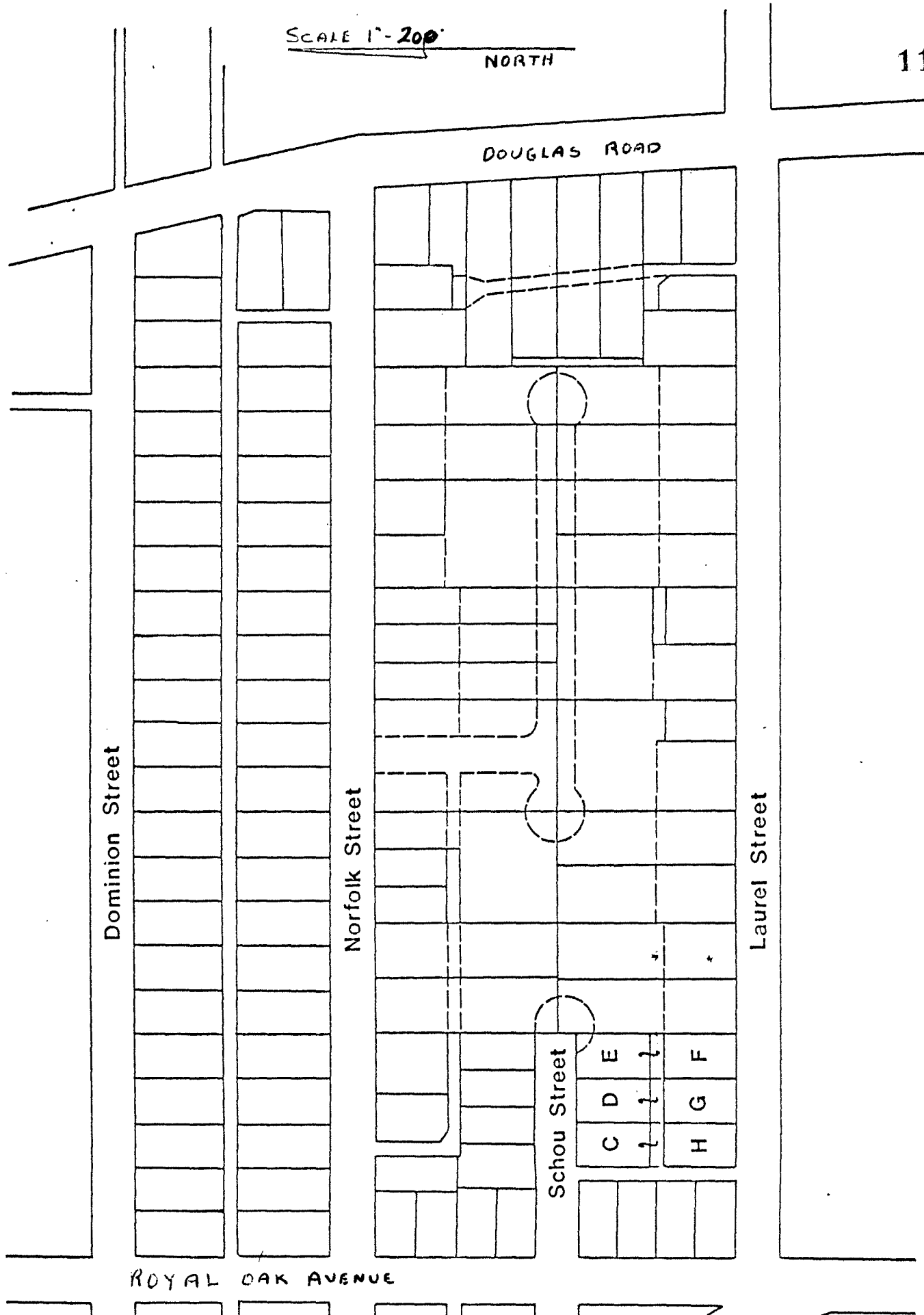
Tax sale moneys fund		\$10,101,563.00
Agreements receivable		826,052.00
		<hr/>
		10,927,615.00
<u>Deduct</u>		
Land Assembly & development costs	\$ 894,539.00	
Work order commitments	102,785.00	
Boundary Road Financing	2,201,000.00	
	<hr/>	
		3,198,324.00
		<hr/>
		7,729,291.00
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SCALE 1" = 200'

NORTH

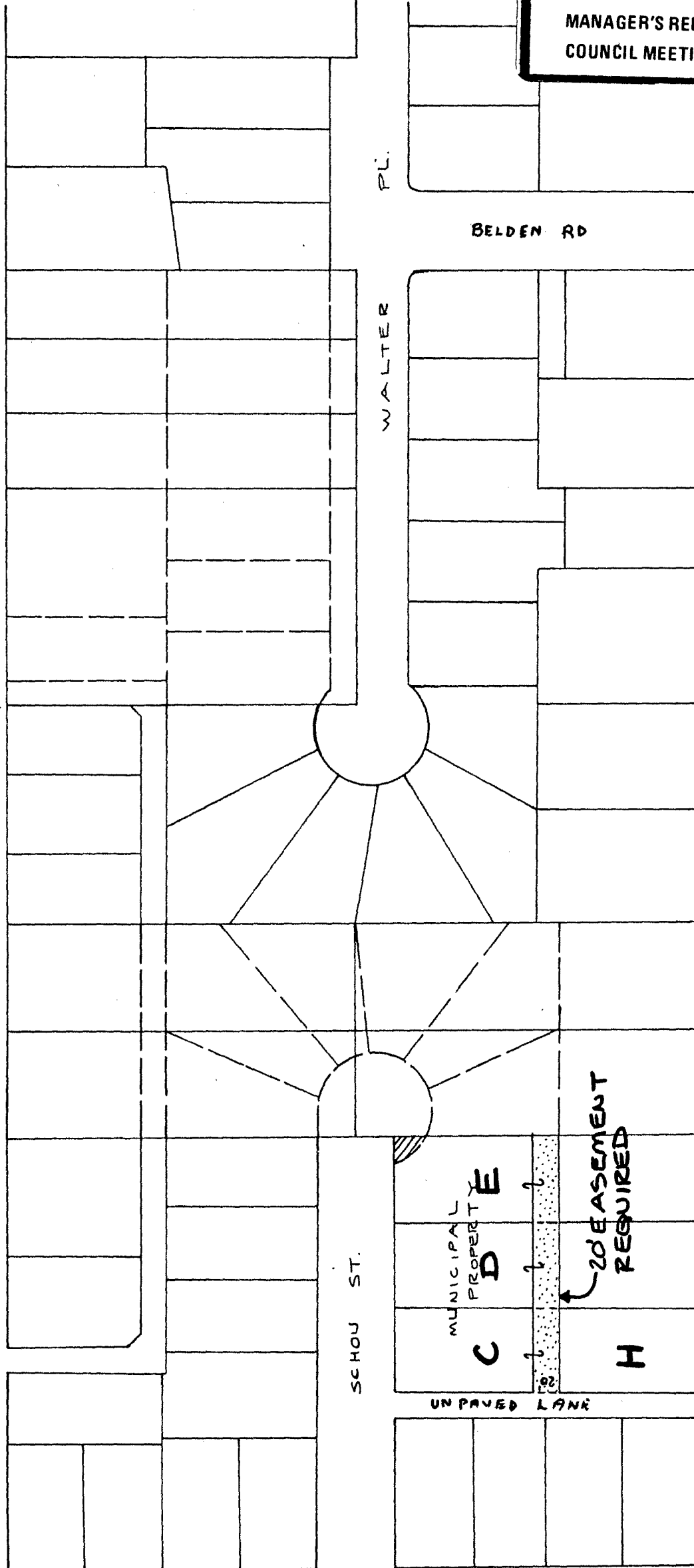


SKETCH # 1

R.C. REF. #7/75  
D.L. 745 1/2

EAST OF ROYAL OAK AVE. & NORTH OF LAUREL ST.

NORFOLK ST.



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SCALE: 1" = 100'  
1979 APRIL C.W.

ROAD CLOSURE } VIA HIGHWAY  
 EXCHANGE  
 ROAD DEDICATION } BY-LAW

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ROYAL OAK AVENUE

SKETCH #2

